

SEPTEMBER 2016

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1965 Falcon Futura
John Cirne
Nelson, New Zealand

ON THE COVER

1965 Falcon Futura Two Door Hardtop

John Cirne (FCA #15025) holds a unique and distinguishing place in the membership of the Falcon Club of America. He is the lone member from the nation of New Zealand. On that subject, he says, "I am very isolated down here; just about all the old Falcons down here were assembled in Australia and differ in shape to the U.S.A versions."

His Falcon was featured recently in the *Motoring Plus* section of *The Nelson Mail*, the local newspaper of Nelson, New Zealand. He loves taking the car out on drives and the sound of its "old school" engine.

John and his Futura have been to three car shows and picked up two prizes. He won "Best American Ford" award at an All Ford Day show in Westport, New Zealand. They represented the local Lion's Club in the Motueka Santa Parade in early December 2015. He's been quite pleased with the interest that has been shown in the car.

Expand your geographic horizons and take a fun quiz about John's country on page 8. It will test your knowledge and you are guaranteed to learn more about this historic and scenic island country. Then check out the photos and article on page 16 about John and his 1965 hardtop; and, find out what the area around him just might be known for in our country. Hint: there are some rings involved.

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Visit Falconclub.com and use password imFCAiwi! to access technical articles.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

Recently you re-elected me as your President and Mary Wagner as your Vice President for our fifth year. I want to thank our club membership for supporting us and the other current FCA elected officers. The leadership team and I hope to have your continued support as we perform our roles and serve the FCA in attaining our club's important future goals.

I would like to express a sincere thank you to Jim Clements for his five years on the FCA Board of Directors and for a job well-done! Please join me in congratulating our new FCA Board member Mike Sigler from the Gulf Coast Chapter. Mike Sigler has been serving as our South Central Regional Director. Now we will be looking for a volunteer from that region to fill his post. Let me know if you are interested.

You all know I firmly believe in Falcons, friends, family, and fun! I believe in taking kids to car shows. If you can locate young persons with Falcons, help them whenever and however possible. Whether we simply share our knowledge, assist them on projects, or even give them a good deal on parts, it all works toward getting and keeping them involved with these wonderful Falcons we love so dearly. Hopefully, that experience will lead them into membership and participation in a local chapter or at the national club level.

Recent technology changes have allowed us to modernize our club's presence in the "online" world. Our Internet Team has completely replaced the website, improved our Facebook page, and continues to try to improve both to

"We welcome your suggestions to continually improve the FCA website and Facebook page for the entire membership."

attract new interest and new members. The team has made it even easier to navigate the site, to join and to renew a current membership. We welcome your suggestions to continually improve the FCA website and Facebook page for the entire membership and visitors. Please feel free to pass your ideas on to any of our Internet Team or FCA officers.

I would like to mention that whenever FCA Nationals and Regionals are held, our public image is traditionally enhanced, as well as our club's reputation. This year in the Wisconsin Dells our turnout of 275 Falcons was exceptional!

Our 2017 FCA National event is already set for the Sacramento, California area. Registration forms are available now. Early hotel reservations are highly recommended at the Lions Gate Hotel. Plans are still being finalized for activities and more information will be passed on as soon as available. I hope to see a great turnout for this show too. A Falcon Migration is already being worked on across US 2, somewhat of a northerly route.

I trust that all our members will continue to support local chapters—who in turn will be working hard to host the regionals in August, September, and October. Fall regionals have always been my personal favorite and I hope to attend at least one in the coming months.

So, I hope to see you all out there enjoying those Falcons!

—Cliff McKay (FCA #7987)
Peck, Kansas

SOUTHERN COAST REGIONAL PENSACOLA, FLORIDA MARCH 18-19, 2016



The 8th Annual FCA Pensacola Regional commenced at the Pensacola Interstate Fair Grounds on March 18, 2016. The show was hosted by the FCA Southern Coast Chapter in conjunction with the Gulf Coast Regional Mustang Club. This is the only FCA event that's held indoors.

Our group of 14 Falcons met Friday morning at the Five Flags Speedway in Pensacola where we were "armed and ready" for a 45-minute drive to the USS Alabama Battleship Memorial Park in Mobile, Alabama.

Displacing more than 44,500 tons, the massive USS Alabama measures 680 feet from stem to stern, half as long as the Empire State Building is tall. Her main batteries could fire shells, as heavy as a small car, accurately for a distance of more than 20 miles. Her range was about 15,000 nautical miles.

By early 1942, the Allies had their hands full against the Axis powers in the Atlantic. In the Pacific, the United States was embroiled in a bloody slugfest with Japan, and was still reeling from the December 7, 1941, disaster at Pearl Harbor. The "Mighty A" as she came to be known, safely carried her crew throughout the Atlantic and Pacific Ocean campaigns, and never suffered any casualties or significant damage due to enemy fire.

After touring the ship, we gathered at a local seafood restaurant for a nice lunch and left there to drive about 30 minutes to the Second Annual Trade Days Festival in Fairhope, Alabama. The rain began and caused some of our plans to change. At 4:00 PM, we departed for our Pensacola hotel, tired from the day but ready to gather for some relaxation and reminiscing with Falcon friends.

—Misty Sigler (FCA #11458)
Gulfport, Mississippi

8TH ANNUAL SOUTHERN COAST CHAPTER FALCON REGIONAL AWARDS

Check out all the show photos at:
<http://s297.photobucket.com/user/lwblumjr/library/2016SCCFCAASHOW?sort=3&page=1>

LONGEST DISTANCE

Bill Poole, 850 miles – 1965 Futura Wagon

LADIES' CHOICE

Mike Sigler – 1963 Sprint Convertible

WORK IN PROGRESS (Diamond in the Rough)

1st Place: Howard Hart – 1964 Tudor Sedan

DAILY DRIVER

1st Place: David Barber – 1963 Futura Convertible

2nd Place: Ricky Richerson – 1963 Sprint Hardtop

MODIFIED

1st Place: Guy Huffman – 1963 Sprint Convertible

2nd Place: Shaun Small – 1962 Falcon Tudor Deluxe

LITE MODIFIED

1st Place: Mike Sigler – 1963 Sprint Convertible

2nd Place: Ken Davis – 1965 Tudor Sedan

STOCK

1st Place: Bruce Young – 1965 Futura Convertible

2nd Place: Bill Poole – 1965 Futura Wagon

BEST IN SHOW MODIFIED

Dave Wagner – 1965 Sprint Convertible

BEST IN SHOW STOCK

Mike Sigler – 1963 Squire Wagon



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courtesy of
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CALENDAR OF EVENTS

SEPTEMBER 30–OCTOBER 1, 2016
CAROLINA'S CHAPTER

12TH REGIONAL MEET
KANNAPOLIS, NORTH CAROLINA

Hosted by Carolinas Chapter.

Use form in this issue to register.

OCTOBER 7–8, 2016

26TH ANNUAL PACIFIC REGIONAL
RANCHO CORDOVA, CALIFORNIA

Hosted by River City Chapter.

To register use link at falconclub.com/events/.

MARCH 24–25, 2017

NINTH ANNUAL SOUTHERN
COAST REGIONAL
PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter.

Registration form will be printed in the October issue of the magazine.

APRIL 21–22, 2017

LOUISIANA REGIONAL
GONZALES, LOUISIANA

Hosted by Bon Temps Chapter.

Registration form will be printed in the October issue of the magazine.

JULY 12–15, 2017

FALCON CLUB OF AMERICA
2017 NATIONAL CONVENTION
SACRAMENTO, CALIFORNIA

Hosted by Pacific Region Chapters of the Falcon Club of America.

To register, use form in this issue or register online at westcoastfalcons.com/event/2017-falcon-club-of-america-national-convention/.

If you are hosting a Falcon event, please send your event information to fca.editor@yahoo.com for the magazine and to admin@falconclub.com for inclusion on the website and other social media.



REGIONAL CHAPTERS BY STATE

| Chapter Name | City | State | Region |
|---------------------------------------|---------------------|-------|---------------|
| Ontario Chapter | Burlington, Ontario | | North East |
| Founders Chapter | Austin | AR | South Central |
| Frontier Chapter | Paris | AR | South Central |
| Arizona Chapter | Phoenix | AZ | Mountain |
| Central California Falcons Chapter | Bakersfield | CA | Pacific |
| Golden Gate Chapter | San Jose | CA | Pacific |
| Monterey Chapter | Monterey Bay | CA | Pacific |
| Sonoma County Falcons For Fun Chapter | Santa Rosa | CA | Pacific |
| Southern California Chapter | Simi Valley | CA | Pacific |
| River City Falcons Chapter | Stockton | CA | Pacific |
| Mile Hi Chapter | Golden | CO | Mountain |
| Wild West Falcons Chapter | Grand Junction | CO | Mountain |
| Suncoast Chapter | Brooksville | FL | South East |
| Southern Coast Falcons Chapter | Pensacola | FL | South Central |
| Southeast Chapter | Atlanta | GA | South East |
| Lake Michigan Chapter | Gurnee | IL | North Central |
| Raptor Chapter | Princeton | IL | North Central |
| Hoosier Chapter | Greenwood | IN | North East |
| Wheat State Chapter | Wichita | KS | North Central |
| Bluegrass Chapter | Louisville | KY | South Central |
| Bon Temps Chapter | Baton Rouge | LA | South Central |
| Mason Dixon Chapter | Camden | MD | South Eastern |
| Metro Detroit Falcon Club Chapter | Allen Park | MI | North Central |
| The Northland Chapter | Hastings | MN | North Central |
| Gateway Chapter | High Ridge | MO | North Central |
| Greater Ozarks Chapter | Springfield | MO | North Central |
| Mid America Chapter | Greenwood | MO | North Central |
| Gulf States Chapter | Waveland | MS | South Central |
| Carolinas Chapter | Kannapolis | NC | South East |
| Erie Canal Chapter | Aurora | NY | North East |
| Ohio Valley Chapter | Trenton | OH | North East |
| Sooner State Chapter | Ok. City | OK | South West |
| Keystone Chapter | Carlisle | PA | North East |
| Northeast Chapter | Coventry | RI | North East |

| Chapter Name | City | State | Region |
|----------------------------------|-------------------|-------|---------------|
| Blue Ridge Chapter | Taylors | SC | South East |
| Music City Chapter | Gallatin | TN | South Central |
| Tennessee Valley Falcons Chapter | Cleveland | TN | South East |
| Capital City Chapter | Austin | TX | South West |
| Heart Of Texas Chapter | Dallas/Fort Worth | TX | South West |
| Third Coast Chapter | Cypress | TX | South West |
| Northeast Texas Chapter | Gladewater | TX | South West |
| Space City Chapter | Houston | TX | South West |
| Lonestar Chapter | Mt. Pleasant | TX | South West |
| Alamo Chapter | San Antonio | TX | South West |
| Star City Chapter | Hardy | VA | South East |
| Virginia Falcons Chapter | Midlothian | VA | South East |
| Columbia River Chapter | Woodland | WA | Pacific |
| Rainier Falcons Chapter | Lynnwood | WA | Pacific |

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New Zealand Trivia

Our featured Falcon this month comes from the island country of New Zealand. Over 6,000 miles from San Francisco, California and over 11,000 miles from London, England, it boasts a rich history, great mountains, beautiful beaches and **one Falcon Club member**. Test your knowledge and see how much you know about this scenic land. *Answers on page 10*



1. Who was the first white person to set foot on New Zealand?
 - a) Abel Tasman
 - b) George Grey
 - c) William Hobson
 - d) Captain James Cook
2. How many stars are there on the New Zealand flag?
 - a) Six
 - b) Four
 - c) Five
 - d) Seven
2. What is the name of New Zealand's indigenous people?
 - a) Maori
 - b) Latkaan
 - c) Aborigines
 - d) Solomono
4. What is New Zealand's national bird?
 - a) Pukeko
 - b) Kiwi
 - c) Kakapo
 - d) Tui
5. Which of the following is true?
 - a) New Zealand was the first western democracy to give women the right to vote
 - b) Commercial bungee jumping was invented in New Zealand
 - c) A New Zealander was on the first team to climb Mt. Everest
 - d) All of the these statements are true
6. Which great New Zealand director directed the three "Lord Of The Rings" films?
 - a) Mel Gibson
 - b) Peter Jackson
 - c) Steven Spielberg
 - d) Andrews Adamson
7. The Super 12 became the Super 14 in 2006. What sport is played, and what does the 12 and 14 represent?
 - a) Rugby—the numbers indicate how many players are allowed on each team
 - b) Cricket—the numbers represent how many overs are bowled per innings
 - c) Soccer—the numbers represent how many goals you have to score to win the match
 - d) Rugby—the numbers represent how many teams are in the competition
8. The Hector's _____ is one of the rarest sea creatures in the world.
 - a) Shark
 - b) Turtle
 - c) Crayfish
 - d) Dolphin
9. What is the name of the strait between the North Island and the South Island?
 - a) Maori Strait
 - b) Tasman Strait
 - c) Cook Strait
 - d) Foveaux Strait
10. What is the name of the sea between New Zealand and Australia?
 - a) Tasman Sea
 - b) Australasian Sea
 - c) Cook Sea
 - d) Oceania
11. What is its capital city?
 - a) Auckland
 - b) Hamilton
 - c) Canberra
 - d) Wellington
12. New Zealand has more sheep than people.
 - a) True
 - b) False
13. Kiwifruit was originally called what?
 - a) Australian Pear
 - b) New Zealand Plum
 - c) Chinese Gooseberry
 - d) Greengage
14. Whose head will you find on all New Zealand coins?
 - a) Jean Batten
 - b) A Maori Chief
 - c) Queen Elizabeth II
 - d) Edmund Hillary
15. New Zealand in Maori is Aotearoa. What does this translate to in English?
 - a) Land of the Pink Flowers
 - b) Land of Peace and Water
 - c) Land of the Long White Cloud
 - d) Land of the Two Green Islands

Michigan's **Gilmore Car Museum** had their annual Red Barns Spectacular on August 6, 2017. Hailed as West Michigan's "Grand Daddy" of all antique, classic and special interest car shows, it featured

over 800 cars and a swap meet. There was a nice representation of Falcons in attendance.

—Bill Honor (FCA #6393)
Ft. Wayne, Indiana



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New Zealand Trivia Answers

1. a. Dutch explorer Abel Tasman sighted New Zealand in 1642 and called it Staten Landt. In 1645, Dutch cartographers renamed the land Nova Zeelandia after the Dutch province of Zeeland. British explorer James Cook subsequently Anglicised the name to New Zealand.



3. a. Between 1250 and 1300, Polynesians settled in the islands that would later become New Zealand, and developed a distinctive Maori culture.
4. b. Kiwis, the national bird, are flightless and are found only in New Zealand.
5. d. All are true. a) Women were given the right to vote in parliamentary elections in 1893. b) In the 1980s, the launch of the Kawarau Bridge bungy site has been hailed as the birth of adventure tourism in New Zealand. c) The first official summit on May 29, 1953 was accomplished by Sir Edmund Hillary from New Zealand and Tenzing Norgay, a sherpa from Darjeeling, India.

6. b. Sir Peter Robert Jackson is a New Zealand filmmaker and screenwriter.

7. d. Super Rugby is the preeminent professional men's rugby union football competition in the Southern Hemisphere.

8. d. Hector's dolphin is the best-known and one of the smallest of the four dolphins in the genus Cephalorhynchus.

9. c.

10. a.

11. d. Wellington is the capital. Auckland is the largest city.

12. True. In 2015, the ratio was about six sheep per person.

13. c.

14. c. Elizabeth II is the Queen of New Zealand and the head of state.

15. c.

Downsizing the Fleet

Dear Editor,

This letter is in response to the invitation for articles regarding "Downsizing a Fleet" in the October 2015 issue.

Although my wife and I had a few Falcons as transportation cars, I did not start collecting, or more like accumulating, them until I was offered a 1964 two door sedan for \$50 in about 1975. After replacing the 289 ci engine, three-speed transmission, and many other parts, we drove it through the Rocky Mountains on a summer vacation. Only sports cars passed it on the six percent up-grades.

When I joined the Falcon Club—my FCA member number is 173—I started buying parts cars and eventually had three more-or-less restored drivable, licensed, and insured 1964 Falcons. In addition, there were six parts cars on a quarter-acre lot.

When we retired in 2013 we moved to a nice semi-rural area 245 miles from our 40-year home in Tucson. I decided to "Downsize the Fleet." Although with five acres there is enough space here for a full-size junkyard, we are on good terms with our neighbors and hope to stay that way.

I drove the "good" Falcons to our new home. Then, I gave two four door wagons to a scrap collector friend, after pulling all parts I deemed usable. Finally, I hired our son-in-law and friends to trailer the remaining four parts cars—each one stuffed with loose parts—to my brother's country place. There he lined them up against a fence with others to make a sort of barrier between his property and that of a neighbor. Incidentally, one that he does not get along with.

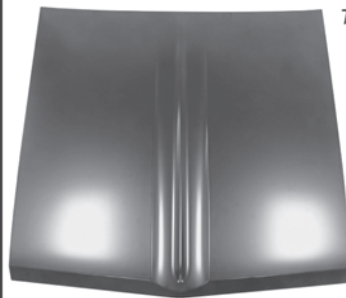
Now I have my driver cars here and the parts cars are all in one place where they are protected yet accessible. This is my downsizing story and I look forward to hearing about other members' experiences.

—Skip Goddard (FCA #173)
Paulden, Arizona

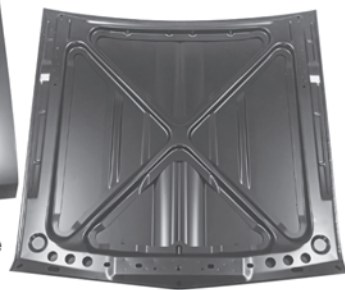


Skip's Blackbird Negrita sits in its comfortable surroundings at the Falcon Works in Tucson.

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Top View



Bottom View

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California Dreamin'

The 2017 Falcon Club of America National Meet will be held July 12–15, 2017 at the Lions Gate Hotel & Conference Center in Sacramento, California. It will be hosted by the Sonoma County Falcons for Fun and River City Chapters with assistance from other Pacific Region Chapters.

The Lions Gate Hotel is within 20 minutes of major Sacramento attractions, including Old Sacramento, the State Capitol, and much more. The hotel itself will provide an entertaining experience with a full service restaurant, bar / cocktail lounge, and game rentals. Relax at the outdoor pool and spa, go for a walk or run on the beautiful jogging path, or use the complimentary fitness center.

Rooms are available at the following rates (not including tax):

- Standard room (one queen bed, two double beds, or one king bed): \$99.00/night
- One Bedroom suite (one queen bed, pullout sofa sleeper, living room): \$119.00/night
- King Executive suite (one king bed, pullout sofa sleeper, living room): \$129.00/night
- Two Bedroom suite (one queen bed in each bedroom, pullout sofa sleeper, living room): \$139.00/night

Rooms will include complimentary Wi-Fi and hot breakfast. Complimentary parking is available for guests.

The cut off date for these rates is Tuesday, June 13, 2017. Please



WEDNESDAY, JULY 12—SATURDAY, JULY 15, 2017

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contact the Lions Gate Hotel directly at 916-643-6222 to book your room and let them know you are with the Falcon Club of America.

Please note: The Lions Gate will only accept room reservations for those staying a minimum of three nights. If you plan to stay for two nights or less, you may make a reservation at the Crowne Plaza. That information follows.

Additional sleeping rooms for one night or more are available at the Crowne Plaza Hotel, located only five minutes away. The hotel has an outdoor pool & spa, fitness center, and a full service restaurant and bar. Rates for a single king or two queen bedroom are \$119.00, plus tax. This rate includes

complimentary parking, Wi-Fi, and hot breakfast each morning. You can make a reservation at the Crowne Plaza Hotel by calling 877-504-0054, and make sure to mention The Falcon Club of America to receive this special rate! The cut-off date for this rate is June 20, 2017.

The hosting chapters are busy preparing for the convention. Information regarding tours and a schedule of events are underway. For up to the date information, including a registration form, please visit www.westcoastfalcons.com.

We look forward to seeing you in California next year!

—2017 FCA Convention Committee

Falcon Migration 2016



By Mike Garrett
Photos by Cris Bowes

The Falcons are lined up on the grass at Road America in Plymouth, Wisconsin, ready for our parade laps. Below, they are pictured heading to the track.



Our FCA Falcon Convention 2016 is in the record books now and so is the Migration of 2016. The run started with one car and ended at the Convention site in Baraboo, Wisconsin with 15 cars and one trailer. And, a good time was had by all.

Pilar, myself, in our 1965 Diamond in the Rough hardtop started from home in Maryland on Sunday, July 10 around noon. We drove the 265 miles to

Pittsburgh, Pennsylvania and met up with Tom Laupe in his 1964 Sprint hardtop. We spent that night at the Air Force Reserve facility in Coraopolis, Pennsylvania as a guest of Tom. It made for an easy drive and nice layover.

Day two had us on the road to Brighton, Michigan and linking up with three other Falcons and crews. We spent the night at the Holiday Inn Express and were joined by Rick and Cris Bowes and their granddaughter Abigail in Rick's 1963 Sprint convertible, Mike and Keith Kennedy in their 1963 hardtop, and Joey and Jane MacIntyre in their 1963 Tudor. We were all the guests of David and Jo Lau for a barbecue at their home in Plymouth, Michigan

—Continued on page 27





1960 Falcon two door post, 82K miles, three speed. Ten years ago had new OEM interior, rebuilt 170 CID engine and new clutch. 3,500 miles on engine, new brakes, hoses, m/cyl, etc. Runs good. Needs tires. Small rust in lower fender. Needs front fenders. Good glass and chrome. New gas tank comes with car. Car always stored indoors. \$2,250. Photos at nm2000@live.com. Norm, 417-839-3300, anytime. MO. 160910



1961 Sedan Delivery drag car, 500 cu.in big block Ford, Dominator carb., Trick Flow Specialty Heads and intake, built by Johnny Arnold, Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan (Keith Burgan) in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 & 4.86), a spare top sportsman powerglide trans., and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and info., please look at my website, tweetrevenge.com. Many Falcon Club members may remember the car from the National Falcon Convention held in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 160912



1961 Ford Falcon Sedan Delivery VIN. Fuel Injected Cobra Mustang 347 CID, Cobra Intake, SVO Heads, headers,

plumbed for Nitrous, but never used by me. Tremec 3650 five speed, power disc brakes, and sprint steering wheel, SVO Mustang bucket seats, original console, Cal-Tracs 90/10 shocks and traction control), Optima battery, three point seat belts, and Ford 9" 31 spline braced rear end with 4.11 posi. Contact Bryce Langley, 918-688-9178 or brdvptra@gmail.com. Asking \$20,000. Tulsa, OK. 160804



1962 Ford Falcon Squire Wagon with great white patina. Lots of new parts on a solid body. Small amount of rust around rear quarters. I have patch panels to fix. New 302, C4, eight inch Maverick rear, 16s and 17s Wheel Vintiques smoothies. Rod and custom IFS, R and C4 bar rear. Coil overs. PS, PB, tilt, new tan interior. 4,000 miles on build. Resto mod. Drives great. Clear Ohio title. More info upon request. \$13,900 or best reasonable offer. Danny Barnhouse, dbarnhd@yahoo.com, 740-586-3426. Zanesville, OH. 16079

1962 Ford Falcon "Sleeper" and great daily driver. Original interior and exterior. 1993 Ford Ranger V6 4.0L engine and five speed transmission. This car is ready to get in and go; it is a driver's car not a trailer queen. For a complete listing and photos, analoggoesdigital.com/Retirement/falcon-for-sale-container. Email Phill@AnalogGoesDigital.com. 160905



1963 Baby Blue Futura hardtop. Modified 200 and C4. Fresh professional build on engine and transmission. Engine has CI aluminum head, 390 cfm Holley, cam, ceramic headers. Transmission has V-8 clutch pack, shift kit, Hughes TC. Front disc conversion. New axle and wheel bearings. New brakes. \$12,000 OBO. 425-788-4136. gmacdee@hotmail.com. WA. 160804

1964 Falcon Sedan Delivery Clone Pro Street. 289 V-8 bored .030 over. Demon Carburetor. C4 transmission. Ceramic coated headers with x-pipe and side exit exhaust. Shock towers removed. Adjustable coil over shocks. Tubbed. 9" rear end with caltracs bars. Show or cruiser. \$24,000 OBO. Jeff Long, 316-706-6199 or lhelmet@yahoo.com. KS. 160805



1963 Futura convertible, red body and interior with a white top, 99% rust free, 260 V-8 and three speed manual floor shift. Interior is new. Car has a new clutch, alum. radiator, and rebuilt carburetor. Runs and drives very well and sounds great. \$10,000. Paul Baines, wpb@comcast.net or 509-995-8647. WA. 16073

1964 Falcon Sprint V-8 convertible. Pictures upon request. Three speed, bench seat. Restored 15 years ago. Valued at \$17,500. Call Dave Larkin at 218-407-0690. MN. 160813



1964 Sprint V-8 convertible. Professionally restored, three-speed transmission with bench seat. More pictures available upon request. \$17,500. Contact Dave at 218-407-0690 or adlarkin@paulbunyan.net. 16061



1965 Ranchero, 200 ci, T5, header, dual exhaust, and AC. Speed of Sound dash top gauges, front disc brakes, red leather 2006 Mustang seats, driver side power seat, new carpet and mats (not installed). Newer door panels, kick panels with speakers, aluminum radiator, chrome air cleaner and valve cover, new rebuilt 8" rearend with Trac-Loc 3.50:1 gears. Rear Weld wheels with 275/40x17 rear tire, narrow tires up front, rear tires like new, front somewhat worn. Body in good condition, a few rust pops near rear wheel openings and a dent on passenger side bed. Driver front fender has some bondo on top. Paint is not very good but no peeling and cleans up ok. No issues I know of, runs and drives great. Chrome and trim are good, not perfect, but shine up nicely. I am asking \$7,500. Questions and inquiry, contact Jim Reese, 573-864-3153. MO. 160806

1965 Ranchero, runs good, new upholstery, new paint, new interior, \$4,000. 1965 Ranchero, runs, good body, needs floor pans, \$1,500. 1965 Mercury Caliente, real good body, have all parts, ready to re-assemble, \$3,500. Call Bob at 805-683-3550. TX. 160814

1965 Falcon Futura in excellent condition. Original owner. Wimbledon White with red interior. Two door sedan. 200 CID, C4 transmission. Rebuilt engine with approximately 2,500 miles. Replaced radiator, carburetor, ignition coil, front springs, new gas tank, new trunk mat, new flooring, new carpeting, New upholstery front bench seating. \$6,500 OBO. Bill Smith, sonata02@columbus.rr.com. OH. 16075



1965 Falcon hardtop, highly modified 250/six engine with three Webers on Australian cylinder head. T-10 four speed, disc brakes, new paint and interior with bucket seats, stainless steel exhaust, solid North Carolina body, lots of spares and all paperwork, \$17,500 OBO. Contact Bill at wonorcutt@comcast.net or 724-942-4877 for specs and pictures. PA. 160815.

1965 Futura convertible, 200/C-4, older restoration, but looks good, Rangoon red paint with black interior, lots of recent mechanical work and great cruiser, \$12,995. 1965 Ranchero, 302/three speed, has a great body, needs total restoration, good running 302 included, \$3,500. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, driver quality paint, needs interior, \$9,995. 1964 Futura hardtop, 260/three speed; we have a T-10 or Toploader for it, with the blank column, mount, and floor cover; needs total restoration, but will look great with red paint and black interior, \$3,995. 1963 four door Deluxe, 170/three speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1965 Comet 404 four door, 289, C-4, PS, yellow/tan interior, was a Grandma car, shows 120K miles and we have all the receipts from 1965. Ran good, has been sitting, so needs brakes/fuel system work; it will be nice and it is complete, \$2,500. Detailed pictures upon request. Contact Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964. Visit us at kelloggsgarage.com. CO. 160903

—Continued on page 18



John's car is shown leaving its old home in Los Angeles, California bound for the port for shipping to New Zealand.

New Zealander John Cirne and his 1965 Futura Hardtop

Fellowship of the Fa

If you are an avid fan of movies, you might recognize New Zealand as the filming location for *Lord of the Rings*. The movie's 'One Ring,' Chetwood Forest, and Dimrill Dale were all located around the city of Nelson, New Zealand.

In our FCA circle, Nelson is also the home of John Cirne (FCA #15025), who holds the distinction as our only member who resides in the country of New Zealand. John and his 1965 Ford Falcon Futura two door hardtop were featured in the REV section of the January 13, 2016 edition of *The Nelson Mail*—*Motoring Plus* section. Photos of the Falcon were followed by the following:

"For car enthusiast John Cirne, the 1965 Ford Falcon Futura two door hardtop that arrived for him from California in late 2013 was a huge trip down memory lane.

John owned the same model car in the early 1970s in Ontario Canada, and he says, "after a complete motor performance rebuild and transmission mods I had a very fast car!"

On arrival, the Falcon underwent a year long bare metal restoration, Wayne and Annie Coster of Rancho Costerlot, who were also responsible for sourcing the car from the USA, carried out the work on the V8 motor and the interior.

Paul Stephens Panel and Paint Ltd did the attention grabbing paintwork, with John himself taking on the majority of the interior and exterior trim work.

John loves taking the car out for a drive and enjoys the unmistakable sound of the old school V8 engine, "being a four-speed manual the performance is certainly not lacking; however, compared to a modern Japanese car the Falcon doesn't have the comforts or safety features that we all take for granted!" says John.

The longest trip the car has made so far is to Westport where, to John's delight, it picked up the "Best American Ford" award at the All Ford Day show.



John's original Falcon in Brockville, Canada in 1971, with New York State in the background.





Cruising in the Motueka Santa Parade, John Cirne and his Falcon are proudly representing the Lions Club.

Icons Reaches Afar

Nelson is one of the sunniest cities in the country. If you'd like to visit New Zealand, it is the perfect spot to base yourself while you spend some time exploring local parks. The Abel Tasman National Park is a small, sea-washed and incredibly beautiful park with a coastal track that is a popular year-round walk. Sea kayaking tours allow you to explore the coast from the water.



After arrival in New Zealand, it's off to the paint shop.

—Continued on page 27



1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V-8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V-8 three speed, \$2,500. 1963 sedan 200 six cylinder, \$3,500. 1963 Deluxe station wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357. Call 636-228-4501 or email jlwbranson@mail.win.org. MO 16077



1965 Ford Sprint, maroon exterior and black interior. Professional restored, four-speed transmission, V-8 engine. The car only has 3,000 miles on it and has never been in the rain. It has been stored in a climate-controlled garage. It is in great condition. Asking \$25,900. For more information please contact Michael at 401-573-1959 or Michaela@airhartelectric.com. RI. 160813

1965 Falcon Futura convertible that has been taken apart for restoration. With correct 289 V-8 four speed, it is 90% complete. Easy restoration. Many new parts. Complete 1965 Futura two door sedan parts car comes with it. Both cars, \$3,500. Douglas, 575-478-2274 or 575-693-1908, canoenut46@hotmail.com. 16071



1966 Ranchero, red with red and white interior. 200 CI six cylinder, three speed stick. Mechanically sound, good driver condition and overall appearance. It was on the cover of the April 2011 edition of the FCA newsletter. Spare NOS and used parts are included. Call Alex, 815-690-2635. \$8,500 OBO. Brookfield, IL. 160805

FALCONS WANTED

1967, 1968, 1969, 1970, or 1970½ Ford Falcon Station Wagon. I'm looking to buy something that is in driveable condition needing NO body work or floor pan repair. Mostly rust free with small issues okay. Mechanical issues are no problem as long as they aren't overly major. If any body work or floor pan repair has been done previously, I would need to know. Engine and transmission are not important. Six cylinder or V-8 manual or automatic transmission would be acceptable. Distance to travel to purchase such a vehicle may be a concern but not a big deal. If anyone has such to sell, I would like to know the best selling price, and the overall condition of the exterior, interior, and drive train. Contact Bob, GreedyMite@hotmail.com or by phone at 716-735-7547. NY.

I'm looking to purchase a 63½ Sprint hardtop in unmolested ORIGINAL condition. Ideal car will have original 260 V-8, four speed, and power steering. Budget not to exceed \$30K. A project is okay as long as there's not a lot of metal work that needs to be done. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 160728

1963 Falcon Futura convertible in red with red interior. Must be in good condition inside and out. Criostoir O. Mordha, 011-353-87-9214413 or C17073@yahoo.com. Ireland.

PARTS FOR SALE

Parting 1960-65 Falcons. All parts available. Call Steve at 360-430-0143 with your needs. WA. 160802

USA MOOG front suspension in their boxes for 1965 Falcon/Comet V-8 manual steering. Two inner tie rod ends, two tied rod sleeves, one idler arm, two upperball joints. Two lower control arms with ball joints, one strut rod bushing kit, two Granada outer tie rod ends. \$285 for everything. Contact Tom, tomlou@comcast.net. MA. 160900

1962 NOS: taillight housings, \$95 each. Lenses, \$40 each. Gold Falcon fender ornaments, L/R, \$95 each. 1962 used parts: hood hinges, \$30 for pair; Holley 1909 carburetor, rebuilt, \$100. NORS: 1962-63 trunk lock bezel, \$150. Aftermarket parts: Cal Custom polished stainless steel half-tube grille for 1962-63. 1962 headlight doors included that are trimmed to fit grille. Excellent used condition, \$295. Foxcraft polished stainless steel fender skirts. fit 1960-63, new in box. \$125. Chrome generator cover, new, \$15. Mike Brown, 901-315-7345 or mbrown@rittermail.com. TN. 160804

30 year collection includes 1964-65 Ranchero or Mercury Comet power tailgate with window, \$350. Lots of chrome for 1964-65 Falcons, 1963-65 Falcon or Comet power steering setup, \$275. 1964-65 taillights and housing. Gas caps for station wagons, Rancheros and Comets. Many more parts. Bob, 806-683-3550. TX.

NOS: 1960 grille, \$195; 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 ea, 1960 deluxe wheelcovers, 13" \$195 set of four; 1962-3 Deluxe-Squire wheelcovers, 13", \$195 set of four. Good used 1962-63 Deluxe Squire wheelcovers, \$40-100 per set based on condition. 1962-63 Squire wood grained gas cap, in the box, one left, \$295. New hardtop bucket seat upholstery, tan, front and rear seats; \$300 for the set. Nice Used: Four Sprint tachs, tested and working \$195-495 each. Good 1960 grille with a scratch, \$95; Two 1961 grilles, \$150 & \$225; 1963 headlight doors, \$50-95 a pair; 1962 grille in good shape, \$395; nice headlight doors, with shelf wear, \$95 each. Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$250-450 exchange. Good used hardtop windshield trim, \$175, driver quality; 1964-65 six cylinder power steering system: stored outside and will need work; VERY RARE; \$495 as is. 1965 V8 power steering, all steering components plus the four turn box, plus Eaton pump/pulleys/brackets, \$695; 1966-67 power steering system—steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is, may fit 68-70 as well. Two Narrow Pattern Toploader four speeds—one for a '64½ Mustang, can work in a Falcon but needs the Falcon tailshaft housing, this transmission is rebuilt, \$995. One Narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, with a factory shifter, \$495. Single chrome Ranchero trim set, \$595, no gas cap, but they are reproduced now. 1962-65 trunk locks, good used with serviced locks and new keys, \$95-\$195. 1966-70 station wagon tailgate cranks with serviced locks and new keys, \$100-\$300. 1964-65 Futura door badges, repainted + good chrome, \$20 a pair. 13" and 14" wire spinner hubcaps, all grades, restored, good used, and driver quality, levels #1-4, \$150-\$550 per set based on condition. All prices are plus shipping; 30+ year collection of Falcon and Comet parts. Please call or email us your needs. Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964. Visit us at kelloggsgrage.com. CO. 160903

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. MO. 16077

NOS parts: C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assembly, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch and wire assembly, \$15. C0DZ-7210-B shift selector lever, \$55. More parts available. Keith, 314-480-2556 or kslitteken@aol.com, MO. 160811

Original 289 chrome valve covers, fair condition, \$50. Many cast iron 289/302 four bbl. intakes, \$250 each. 351 with iron intake, \$250. Drivers side 351C four bbl. exhaust manifolds, \$200 each. Have right sides; they have cracks. Original "Shelby" lettered 289 aluminum intake, \$550. Shipping extra. John Simone, 413-527-8502. MA. 16060

PARTS WANTED

Rear trim trunk panel molding needed for 1964 Ford Falcon Sprint. Looking for a straight piece with no dents or rust. Call Clayton on 602-290-3509 or email healey58302@yahoo.com. AZ. 160807

Wanted: rear bumper for a 1966 Falcon Sport coupe. Bill Crane, bcra66@gmail.com. Hope, IN. 160909

1964-65 clear front windshield for a hardtop or convertible Falcon. I will travel a 200 mile radius from Detroit, Michigan to pickup windshield. Call Ken, 586-322-6236, Eastern Time Zone. MI. 1608018

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 160818

Looking for Rally Wheel/Styled Steel wheel center caps with early design. The early design featured the Ford crest with a gold background, not red. PRO made reproductions of the gold but could not find a market for them. Please let me know if anyone has any leads on the excess stock of repos or originals in nice shape for sale. Sam Austin, 406-239-3176, 289sprint@gmail.com. MT. 16069

I am looking for 1965 Falcon Ranchero headliner bows. Dave, dlcoffelt@cableone.net. ID.

1963-65 V-8 four speed floor hump and shifter assembly complete without handle. Steve, 360-430-1043. WA.

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 160811

Wanted: 1962-63 top fender emblems: I have four NOS right side and need to buy, sell, or trade for left side in NOS condition. Contact Lenny Kellogg at 970-593-1964 or lenkellogg@lpbroadband.net. CO. 160903

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225-445-4488

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You Ask...We Try To Answer

Q.

I am working on my Falcon and I just became a new Falcon Club member. How do I go about finding technical advice for my car upgrades?

A.

One of the advantages of Falcon Club membership is having access to the technical advice of fellow members. The article below is one of many in our archive, which can be found at falconclub.com/our-club/magazine/technical-articles/. When prompted for a password, use imFCAiwi!.

Electronic Ignition Conversion

There are both pros and cons to electronic ignition conversion, and a lot of people get caught up in the pros with due consideration of the cons. This can lead to unexpected (and undesirable) consequences.

On the pro side, the reasons most people give for installing electronic ignition is to reduce maintenance and to increase reliability by eliminating the contact points. This can be true, up to a certain point. To the extent that you might “expect” the electronic module to run forever with no problems, the periodic maintenance for adjusting and replacing points is eliminated. Also the likelihood of being inconvenienced by some roadside stop for attention to the points is reduced. In fact, on any given single driving day the electronic module may be more likely to be trouble free. If that is what you had in mind, then it may be worth the purchase price, and the time required for installation. But that is not the whole story.

On the con side, both the maintenance and reliability issues can be questioned, and the original cost of installation may not ever be economically justified. My most important consideration about reliability is how likely it is that I will be able to continue driving to the end of the day every day, and to always get the car home without needing a tow or some outside service assistance. A little occasional fiddling with points does not harm that goal. A spare set of contact points is really cheap and small and fits easily in my traveling tool kit, so in nearly a million miles of driving with contact points in the distributor on various cars, I have never been stranded on the roadside—at least not for more than a few minutes.

Virtually every electronic ignition module has two things in common. They contain a coil of very fine enameled copper wire, and they are encapsulated in molded plastic. Over time the thin insulation on the

wire tends to break down between windings, and occasionally the thin wire may corrode and break. The plastic goes brittle with age and can eventually crack, leaving an open path for a short to ground (especially in damp conditions). All of these failure modes are aggravated by vibration and heat. For these reasons a reasonable life expectancy for any electronic module might be about 10 years or 100,000 miles, whichever comes first (it could fail earlier or later). After that the likelihood of failure jumps dramatically so you might consider the cost and time for replacing the unit about that often as part of periodic maintenance.

The important point is to consider the consequences; what happens when the electronic unit does fail on the road? If my car has a problem, I want to be able to fix it and drive on, not wait for roadside assistance or towing or parts delivery for possible repairs. To that end, if you run electronic ignition in your car you should at all times carry a spare electronic module (double the purchase cost) or the parts to convert it back to the original points installation in case of electronic failure.

From a cost basis, a lifetime supply of contact points will never be as expensive as one electronic ignition module. From a labor basis, the time to order and install the electronic module, including reading and understanding instructions and getting it right and testing after installation, may exceed the time required to install and service contact points for the next 10 years. The cost and/or inconvenience of just one roadside failure of the electronic module in your entire lifetime may outweigh all of the advantages combined.

The summary result of all this is that the cost for installation of the electronic module has the effect



If you have a question for our Tech Guys, email our Head Tech Advisor Bruce Wolfe at afutura@verizon.net.



of transferring some labor time (or labor cost) to a different place and time. In effect you are buying with your money, the effect of “slightly” reducing the overall daily and periodic maintenance of the vehicle, for which you incur possibly more labor time and cost up front for the installation of the electronic module. You may also incur more labor time and cost later on (with a totally unpredictable time of occurrence) if the module should ever fail. Furthermore, it is not uncommon to accidentally fry the new electronic module during initial installation before it ever hits the road. Also the electronic module might be fried late on if someone accidentally reverses electrical polarity, such as installing a battery backward. It only takes a momentary contact in wrong polarity to blow out some electronic parts.

The net result of this accounting is that the electronic ignition will always be more expensive as a whole than maintaining the original contact points setup, both in the cost of parts and in labor time. And you need to be constantly prepared to handle a failure of the electronic module, at any time, in any place which will never be convenient. For me the few minutes per year that it takes to do points maintenance is not much of an issue when it is done along with other required periodic maintenance, such as changing the oil filter. When points are properly maintained with normal periodic maintenance, there is seldom any problem with them on the road. This means you get to do this little bit of work at your convenience in your home shop. And the incidence of having any problem at all with points while traveling may be less often than failure of an electronic ignition module.

The only other issue I know of with points is drift of dwell and spark timing. As the contacts and

rubbing foot wear slowly with normal use the dwell and timing change slightly. This demands some periodic adjustment of the contact points, which time is included in the notes above. As long as the points are properly maintained, the amount of drift in dwell and timing will be inconsequential.

Truth be known, electronic ignition is like “Maintenance for Dummies.” It is good for those people who want to ignore the car until it stops running, don’t mind paying the bill for the installation, and don’t mind paying the bill for the consequences of a failure. This is exactly why all new cars have electronic ignition, and lots of other parts related to emissions control. It is long recognized by the government that many people will neglect maintenance of the vehicle as long as it keeps running. So the emissions controls are designed to keep the exhaust clean in spite of such neglect, as long as the engine is running. It is of little consequence to emissions if the engine quits running.

To that end, emission controls on new cars are mandated by law to be covered by warranty for 50,000 miles, after which the owner will be stuck with any future repair cost and any inconvenience caused by failure.

On the other hand, if I could buy two electronic ignition modules for under \$50 total (or even one for \$25), I might be tempted to give it a try (once). Even then, if an electronic module should ever fail on the road, I don’t suppose I would ever buy the replacement for it.

—By Barney Gaylord,
Originally printed in *The Desert Flyer*,
newsletter of the Arizona Chapter

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Please send any updates or corrections to fcaeditor@yahoo.com.

Welcome New Monterey Bay Chapter



And...Welcome Back Bon Temps Chapter

Falcon lovers in California have organized a new chapter of the Falcon Club of America in the Monterey Bay area. The chapter will be a part of the Pacific Region of FCA, and covers all of the Monterey Bay and surrounding areas and is a sister chapter to the River City, Golden Gate and Sonoma County chapters. For more information, check out their website at montereybayfalconclub.com/.

The South Central Region welcomes back the Bon Temps Chapter which covers the entire state of Louisiana. For more information, contact Cary Loupe, President at 225-445-4488 or cary_loupe@thenewtrongroup.com.

Up-to-date FCA chapter information can be found on falconclub.com/chapters/.

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Falcon Migration 2016

—Continued from page 13

and were joined by a group of Metro Detroit chapter folks and their Falcons. Many were posting a warning on the Convention website—"Look out, we're coming!"

Day three started with David and Jo Lau in David's 1965 stock Ranchero joining us at the hotel and then we embarked on a six car sprint 150 miles to Muskegon, Michigan to catch the 10:15 AM high-speed ferry across Lake Michigan. We made it in plenty of time. We were even pictured on the Lake-Express website. The cruise across the lake was fast—only two hours and 15 minutes—and breezy at 30 knots. We all made it to Milwaukee just in time for lunch. Day three's night was spent in Sheboygan, Wisconsin at the Holiday Inn Express.

Day four was a slow starter as we had only about 18 miles to drive to reach our first stop at Road America race track in Plymouth, Wisconsin. We were there for a few "parade laps" of the four plus mile racing circuit. There we were joined by, in no particular order: Gary and Tammy Cantwell, Roy and Carol Loope, Charles Mann, Bill and Carol Shira, Eric Wealti, Tom Washburn, Jeff Miltimore, John Moretti, Tom Swanson, Lloyd and Joan Schellin.

After a short drivers' meeting where we were given the "Rules of the Day," the Vintage racers cleared the track for lunch, and the Falcons were off for four fairly spirited laps of the circuit. Our pace car was a new Corvette which of course meant our Fords had to go slooooooow to stay behind.

This writer did see 80+ before shutting down for turn one. And yes, Mr. Washburn towed his Falcon trailer around the course.

We were guests of Road America for the day where we were treated to a bus tour of the entire racing facility. Many of us ate lunch at one of their dining venues, then visited the racer's gift shop. Everyone left at their own leisure and drove the last 100+ miles to Baraboo, arriving in time for the Board of Directors' meeting.

Falcon Convention 2017 is in Sacramento, California July 13–15. Migration(s) are being planned, routes are being chosen, State Patrols are being warned, and articles are being penned. Stay tuned!

—Mike Garrett (FCA #9256)
Poolesville, Maryland

Fellowship of the Falcons Reaches Afar

—Continued from page 17

"I am very isolated down here in New Zealand. Just about all the old Falcons down here were assembled in Australia and differ in shape to the U.S.A. versions. There would be very few of my model of Falcon in New Zealand or Australia."

—David Cirne

Kahurangi National Park is home to a variety of native plants and wildlife and has a hiking trail walk that takes four to five days. Kahurangi is the backdrop for many scenes in the *Lord of the Rings* movie trilogy. In Nelson Lakes National Park, while surrounded by mountain ranges, you can walk beside Lake Rotoiti or follow an alpine trail. The heavily protected native bush lets you see New Zealand as it would have been 500 years ago.

Nelson's diverse geography captures everything from the long golden beaches to untouched forests and rugged mountains. You can discover native art, as the area has long been a magnet for creative people.

And, perhaps, best of all, it is the home to one beautifully restored 1965 Ford Falcon Futura! Thank you David for sharing your story with us.



Falcons... May You Rest In Peace (and others)



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FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

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2016 Nationals



Pictured left to right: Joe and Jan Zarazua's 1964 Sprint; Emily Dyreson's 1961 two door sedan; Gene Dyreson's 1965 Futura two door hardtop; Jamie Fuchs' 1964 Futura two door sedan; Tony and Jamie Fuchs' 1964 Futura four door; Tony Fuchs' 1965 Econoline Travel Wagon—Photo by Emily Dyreson, Rockford, Illinois.

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